

# MISSOURI DEPARTMENT OF PUBLIC SAFETY



## Strategic Plan

*FY 2004*

Last Revised: 7.1.02

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# Missouri Department of Public Safety STRATEGIC PLAN

## *Executive Summary*

### **STRATEGIC ISSUE #1: Crimes Against Persons**

The citizens of Missouri are entitled to a safe environment in which to live, work, play, and raise their children.

**GOAL:** All Missouri citizens will feel safe and secure.

**KEY OUTCOME:** Reduced incidence of crimes against persons.

**KEY OBJECTIVE:** Decrease the number of juvenile referrals to the Juvenile/Family Court for violent crimes by 9% from 2,186 in 1999 to 1,989, by December 31, 2004.

#### **STRATEGIES:**

1. Establish a statewide school safety hotline to provide the citizens of Missouri, especially our children, an avenue to report information about potential problems, so that the appropriate officials can deal with information in an effort to stop school violence before it starts.
2. Initiate programs in schools beginning at the elementary level, to strengthen the capacity of children to solve problems that may lead to violence or other socially undesirable behaviors.
3. Increase the presence of School Resource Officers and safety equipment in schools and on school buses.
4. Expand student mediation and anti-bullying programs in Missouri's schools.
5. Promote early home visitation programs so they are available to every "at risk" family in Missouri, so these proven programs will reduce abuse and neglect which will then reduce juvenile and later, adult crime.
6. Increase services to families where children have witnessed domestic violence.
7. Integrate after school programs in every community to impact the time when most juvenile crime occurs.
8. Establish programs to make children aware of the realities of drug and alcohol abuse and help them become emotionally equipped to deal with life problems.
9. Survey the state to determine where comprehensive strategies (including prevention) are being implemented to serve as a model to other areas.
10. Develop programs to address two of the risk factors for serious and violent delinquency, which are parents with problems such as drug abuse and criminal behavior and youths associating with deviate peers.

**STRATEGIC ISSUE #2: Traffic Safety**

Traffic crashes continue to be a leading public health problem. Motor vehicle crashes are still the leading cause of death for people ages 6 to 27 and nationally impose an economic penalty on the public of \$150 billion a year. In 1997 in the US alone, 41,967 people were killed in traffic crashes and another 3.45 million were injured.

**GOAL:** A safer Missouri highway system.

**KEY OUTCOME:** Reduced incidence of injuries/deaths caused by motor vehicle crashes.

**KEY OBJECTIVE:** Reduced incidence of alcohol related injuries by 5%, from 6,290 in 2000 to 5,975 by January 2, 2004.

**KEY OBJECTIVE:** Increase the number of occupants using seat belts by 10%, from 60.42% in 1998 to 70.42% by 2004.

**STRATEGIES:**

1. Provide training programs that focus on factors contributing to: speed, commercial motor vehicle violations, construction/work zone crashes, alcohol-related violations, and seat belt/child restraint usage.
2. Provide safety programs that focus on factors that contribute to: speed, commercial motor vehicle violations, construction/work zone crashes, alcohol-related violations, and seat belt/child restraint usage. Work with and seek input from appropriate groups on the issue of crashes involving drivers 55 and older and 21 and younger.
3. Provide enforcement activities that focus on: speed, commercial motor vehicle violations, construction/work zone crashes, alcohol-related violations, and seat belt/child restraint usage. Work with and seek input from appropriate groups in the development and implementation of specific enforcement activities, which focus on crashes involving drivers 55 and older and 21 and younger.

**IMPROVEMENT INITIATIVES:**

1. Distant Learning Initiative
2. Office for Victims of Crime
3. National Oceanic and Atmospheric Administration (NOAA)  
Transmitter/Weather Radio Initiative

# Missouri Department of Public Safety

## STRATEGIC PLAN

### **VISION** *(Last revised November 26, 2001)*

Missouri.....A safe and secure place to live, work and enjoy life.

### **MISSION** *(Last revised November 26, 2001)*

The Department of Public Safety will enhance the safety and security of Missouri citizens through:

- Promoting and coordinating efforts that contributes to the state's public safety
- Enforcing laws and regulations, as well as providing services that are within its jurisdiction
- Planning and coordinating response, recovery and mitigation efforts in the event of natural or manmade disasters

### **VALUES** *(Last revised September 8, 1998)*

#### **People:**

- We believe every person should be treated with Honesty, Respect, and Courtesy.
- We believe our employees should be Professional, Ethical, Compassionate, and caring.
- We believe our employees' Integrity and Values must be above reproach.

#### **Process:**

- We believe services should be delivered responsibly and in a manner that maximizes allotted resources.
- We believe in developing partnerships with other agencies and the community to enhance quality of life and public safety.

#### **Performance:**

- We believe in accountability, and cherish the trust the citizens of Missouri have placed in us.
- We believe in law and order, and accept the responsibilities associated with its enforcement.

## CRIMES AGAINST PERSONS

### STRATEGIC ISSUE #1

Even if you are one of the fortunate Missourians who have not been victimized by a crime, it is likely that you will know someone who will be. Fear of crime guides many of our personal decisions from where to live and whether to let our children play outside, to our views on gun control.

Even with a decrease in crime nationally as well as in Missouri, the threat of being victimized continues to significantly impact Missouri citizens. Crime continues to be one of the most important social issues.

Not only does crime take a physical and emotional toll on all of society; it creates tremendous financial burden. Besides government expenditures, hundreds of billions of dollars are also spent each year on private security services, crime-prevention products, and insurance.

### GOAL

All Missouri citizens will feel safe and secure.

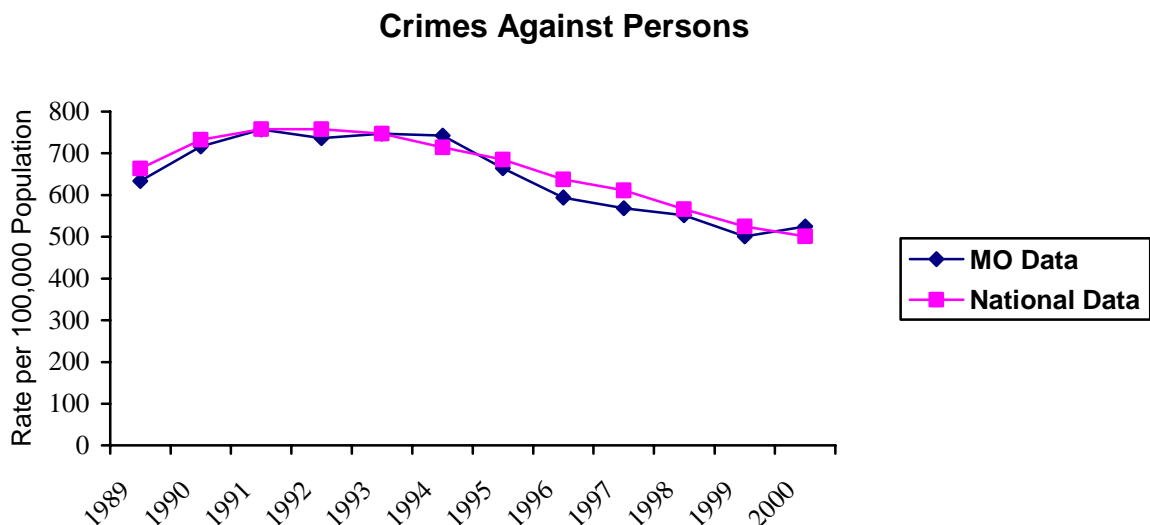
## Key Outcome

### OUTCOME

Reduced incidence of crimes against persons.

### OUTCOME MEASURE

Crimes Against Persons (murders, forcible rape, robbery, aggravated assault)



## DATA TABLE FOR OUTCOME MEASURE

### *Crimes Against Persons*

Year	CY 1989	CY 1990	CY 1991	CY 1992	CY 1993	CY 1994	CY 1995	CY 1996	CY 1997	CY 1998	CY 1999	CY 2000
Forcible Rape	30.8	32.6	33.6	35.8	36.4	37.1	31.3	29.5	28.0	27.0	26.2	24.1
Robbery	195.2	217	243.2	227.1	242.5	230.4	203.4	171.6	155.8	149.3	130.8	135.7
Aggravated Assault	399.1	457.5	469.7	462.5	456.6	463.5	420.4	384.5	377.3	368.3	337.2	323.7
Murder	8.0	8.8	10.2	10.5	11.2	10.6	8.9	8.0	7.8	7.4	6.5	6.3
Total No. of Offenses	633.0	715.8	756.6	735.9	746.8	741.6	664.4	593.6	568.9	552.0	500.8	489.7
Total No. of Offenses Nationally	663	732	758	758	747	714	685	637	611	566	525	506.1

### DESCRIPTION OF OUTCOME MEASURE DATA TABLE

The source of this information is the Missouri State Highway Patrol's Statistical Analysis Center, Crime and Arrest Digest, 2000.

The crime offense rates are based on estimated crime offenses occurring in the state of Missouri and nationally. They are compounded on a per 100,000 population basis.

Estimation routines (estimated crime offenses) are used to identify the actual number of index crimes that occurred in the state on an annual basis. They are designed to compensate for non-reporting and incomplete reporting of such offenses by Missouri law enforcement agencies. The procedures and formula can be provided by the Missouri State Highway Patrol's Statistical Analysis Center upon request.

Making meaningful measurements of crime is a difficult task for law enforcement officials and any citizen trying to answer this question: how safe is my community?

Since 1981, the Missouri State Highway Patrol has published crime statistics through its Statistical Analysis Center's Missouri Crime and Arrest Digest, which compiles data on major crimes known to police.

Any system is not without flaws. Crimes that affect the quality of life, such as illegal drug use and vandalism, are not reported in this data. The data concentrates on major crimes, violent crimes, and nonviolent property crimes.

Other factors may have an affect on the outcome of the MSHP's crime numbers such as not all law enforcement agencies report their crime statistics to the Statistical Analysis Center as well as some of the reported crimes may be under reported.

### WHY THIS OUTCOME MEASURE IS IMPORTANT

It is a good indicator of Missouri's violent crime rate, and how it compares nationally. It is also an indicator of trends pertaining to specific violent crimes perpetrated against individuals.

This information can be used as a tool to identify trends in crime rates and determine where best to focus the resources that are available through state and federal grant programs. It would also provide an opportunity to evaluate the effectiveness of the current programs that are being used to combat crime in Missouri.

## TREND ANALYSIS

In 2000, it is estimated 227,402 crimes against persons occurred in the state of Missouri. This equates to one violent crime being committed every 19.2 minutes in the state.

- ◆ In 2000, there were an estimated 332 **murders**. This is an 2.0 percent decrease compared to 1999.
- ◆ In 2000, there were an estimated 1,202 **forcible rapes**. This is a 5.8 percent decrease compared to 1999.
- ◆ In 2000, there were an estimated 7,436 **robberies**. This is an 6.1 percent increase compared to 1999.
- ◆ In 2000, there were an estimated 16,468 **aggravated assaults**. This is a 1.8 percent decrease compared to 1999.

## HOW MISSOURI COMPARES TO OTHERS

Violent crimes nationally decreased 3.2% between 1999 and 2000. Violent crimes in Missouri increased .1% between 1999 and 2000.

The national data source used for these comparisons is the “Crime in the United States” report. This report places states in regions. Missouri is in the West North Central Region. This region includes Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, and South Dakota. Violent crimes in the West North Central Region decreased 3.1% between 1999 and 2000. Missouri’s violent crime reduced by 2% for the same period.

## FACTORS INFLUENCING THE OUTCOME MEASURE

There are many factors that have an influence on this outcome measurement. These are as varied as the population itself.

The age of the population has an effect on crime. The bulk of the Baby Boomers are now in there 50’s and 60’s. They are now at a time in their life where age and experience has overshadowed youthful exuberance and immaturity.

Unemployment is down. Historically during times of low unemployment crime rates have been low. Individuals are less prone to violence when the stress of everyday life is tolerable.

Stiffer sentencing laws have had an effect on violent crime. Violent offenders are being locked up longer, hence they are not re-victimizing society.

More police on the street and improved police investigative techniques such as DNA have made the job of catching violent offenders easier.

The improvements made in the mental health field have contributed to helping individuals with violent, anti-social tendencies to cope.

All of these influences in their own way have had and will continue to have an influence on this outcome measure.

## WHAT WORKS

In addition to community stability, economic health, education, and employment opportunities, the greatest asset a community has in fighting crime is a mobilized, active



group of citizens who work together to forestall or reduce conditions that are likely to bring on violent crime.

A combination of partnerships, committed to action, that is neighborhood based, determined to solve (not just to patch over) problems, are going a long way in driving crime out of Missouri communities.

Community Oriented Policing is starting to have a positive effect. Community Policing is both a philosophy and an organizational strategy that allows the law enforcement agency and community residents to work closely together in creative ways to solve the problems of crime, fear of crime, and the overall quality of life in the community. The philosophy rests on the belief that law-abiding citizens in the community have the responsibility to participate in the police process in exchange for their support. It also rests on the belief that solutions to today's contemporary community problems demand freeing both residents and law enforcement to explore creative ways to address neighborhood concerns beyond a narrow focus on individual crime incidence.

### **CONCERNS**

There has been a steady decline in crimes against persons in Missouri since 1994. There is no single basis for this decline. It appears to be a combination of many individual factors. If this trend is to continue there needs to be continued efforts in several areas:

1. Curbing gang violence.
2. Combating domestic violence.
3. Providing support for parents who lack basic parenting and family management skills.
4. Helping dysfunctional families and damaged children.
5. Improved police department/school relationships.
6. Improve/expand the training for school resource and youth officers to reflect current needs and to utilize anger/violence reduction techniques.
7. Proactive programs designed to discourage drug usage.

## **OTHER SOURCES OF INFORMATION PERTAINING TO OUTCOME**

### **Federal or National Resources**

1. Crime in the United States – Produced by the U.S. Department of Justice, Federal Bureau of Investigation, 1000 Custer Hollow Road, Clarksburg, West Virginia, 26306
2. U.S. Department of Justice – [www.usdoj.gov/](http://www.usdoj.gov/)  
  
Bureau of Justice Assistance – [www.ojp.usdoj.gov/BJA/](http://www.ojp.usdoj.gov/BJA/)  
  
Bureau of Justice Statistics – [www.ojp.usdoj.gov/BJS/](http://www.ojp.usdoj.gov/BJS/)  
  
Community Oriented Policing Service – [www.usdoj.gov/COPS/](http://www.usdoj.gov/COPS/)  
  
National Criminal Justice Reference Service – [www.ncjrs.org](http://www.ncjrs.org)  
  
National Institute of Justice – [www.ojp.usdoj.gov/NIJ](http://www.ojp.usdoj.gov/NIJ)
3. BJS/Search National Incident-Based Reporting System (NIBRS) Project – [www.nibrs.search.org/](http://www.nibrs.search.org/)
4. Crime Statistics Site – [www.crime.org/links.html](http://www.crime.org/links.html)
5. Federal Bureau of Investigation (FBI) – [www.fbi.gov/](http://www.fbi.gov/)
6. Justice Research and Statistics Association (JRSA) – [www.jrsainfo.org/](http://www.jrsainfo.org/)
7. National Archive of Criminal Justice Data (NACJD) – [www.icpsr.umich.edu/NACJD/home.html](http://www.icpsr.umich.edu/NACJD/home.html)

### **State Resources**

1. Missouri Crime and Arrest Digest – Produced by the Missouri State Highway Patrol’s Statistical Analysis Center, 1510 East Elm, Jefferson City, Missouri 65101

## Key Objective

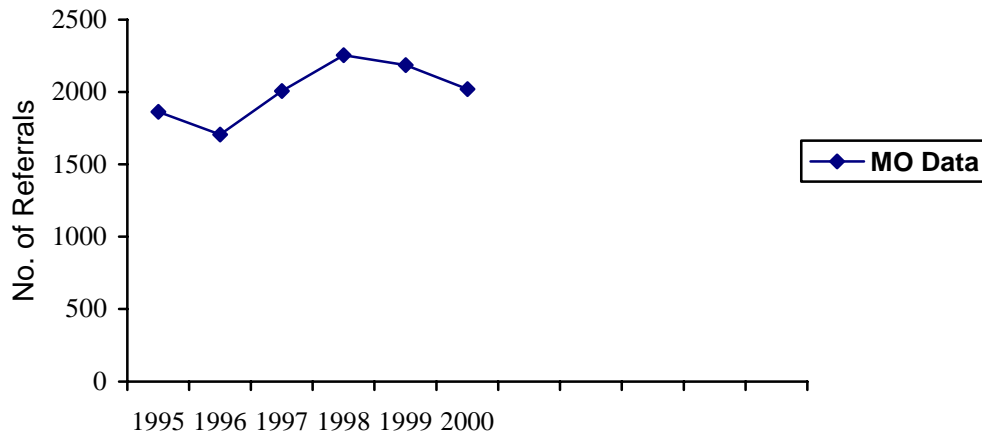
### OBJECTIVE

Decrease the number of juvenile referrals to the Juvenile/Family Court for violent crimes by 9% from 2,186 in 1999 to 1,989, by December 31, 2004.

### OBJECTIVE MEASURE

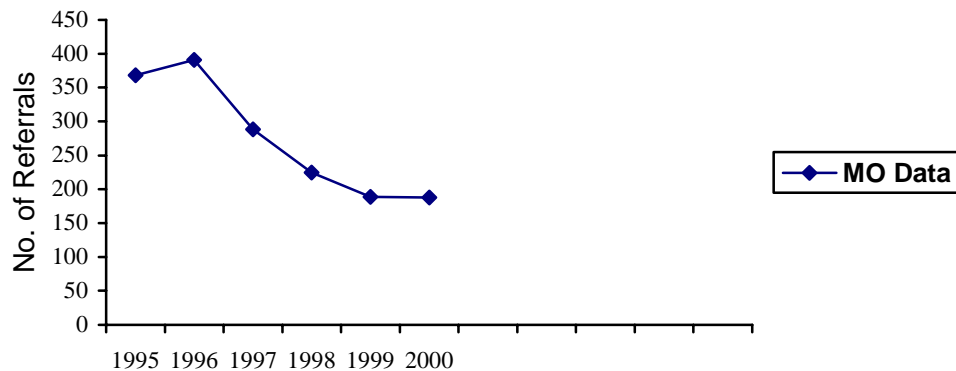
Total Juvenile/Family Court Referrals (homicide, assaults, robbery, sexual assaults)

**Juvenile/Family Court Referrals**



Total Juveniles Referred from Juvenile/Family Court to Adult Court

**Juveniles Referred to Adult Court**



## DATA TABLE FOR OBJECTIVE MEASURE

### *Juvenile/Family Court Referrals*

Year	CY 1995	CY 1996	CY 1997	CY 1998	CY 1999	CY 2000
Assault	826	799	1,122	1,395	1,396	1275
Robbery	614	516	447	403	346	326
Homicide	66	37	36	31	33	34
Sexual Assault	356	352	402	425	411	385
Total No. Of Offenses	1,862	1,704	2,007	2,254	2,186	2,020

### *Juveniles Referred to Adult Court*

Year	CY 1995	CY 1996	CY 1997	CY 1998	CY 1999	CY 2000
Total No. of Referrals	368	391	288	225	189	188

## DESCRIPTION OF OBJECTIVE MEASURE

A referral is defined as "any action involving a juvenile, which results in a determination, finding, or outcome, and a written record maintained in the juvenile's name."

The information presented here reflects only the most serious allegation for individual felony referrals. Totals do not include information on other violations that may have been alleged for a youth at the time of his/her referral. For example, a juvenile might be referred for a burglary, property damage, misdemeanor theft, and curfew violation all in one referral. In this instance, the major allegation (most serious) would be burglary, with two additional law violations and a status violation noted, but not counted as additional referrals. Also, note that the data presented represents offense referrals to the juvenile court and not necessarily the number of separate individuals referred to the court. The actual number of individual youth referred to the court system will be less than the total number of referrals as some youth will be referred several times over the course of a year.

Another figure we have which again can reflect juvenile crime, is the number of juveniles referred to Adult Court. Again, the number of these youth who had charges filed against them in adult court and the number actually convicted remains unknown. However, a decline can be seen. This is especially gratifying given the changes in Missouri's Juvenile Code, which took effect in August 1995. The changes require a mandatory certification which is a hearing for a child of any age if the case involves one of seven serious felonies (first and second degree murder, first degree assault, forcible rape, forcible sodomy, first degree robbery, or distribution of drugs) or if the child has committed two or more prior unrelated offenses which would be felonies if committed by an adult. Also, if a petition alleges that a child between the ages of twelve and seventeen has committed an offense which would be a felony if committed by an adult, a hearing to dismiss the petition and transfer the child to the court of general jurisdiction may be held. The judge decides at the hearing where the child should be transferred to the court of general jurisdiction.

## WHY THIS OBJECTIVE MEASURE IS IMPORTANT

We have data to measure each referral to the juvenile/family courts as each of the 45 circuits report this information. It is particularly important to know the number of referrals received for these four serious offenses, as they have such a devastating impact on the people and communities of Missouri. Although, ideally it would be good to have a decrease in all referrals by juveniles, these serious offenses are of particular interest to measure. This measure provides us a good indicator as to whether current programs and interventions are working.

Reducing youth violence requires a multifaceted, coordinated approach, with risk and protective factor-focused prevention as the critical first step in a continuum of strategies for addressing youth behavior problems. The challenge is to integrate prevention into the very fabric of communities, using research-based prevention principles and programming as the building blocks for a comprehensive prevention strategy.

## TREND ANALYSIS

From 1995 to 2000, the total referrals to the juvenile court for the four (4) most serious offenses are up from 1,862 to 2,020 or a .86% percent increase.

- In 2000, there were 34 **homicides**. This is a 3% increase compared to 1999.
- In 2000, there were 385 **sexual assaults**. This is a 6% decrease compared to 1999.
- In 2000, there were 326 **robberies**. This is a 6% decrease compared to 1999.
- In 2000, there were 1,275 **assaults**. There was a 9% decrease compared to 1999.

We do not know with certainty the reason for the increase in assaults from 1995 to 2000. One possibility is the passage of the Safe Schools Act (August 28, 1996) requiring that certain offenses (including felony assault) be reported to law enforcement officers. This may account for the 40% jump in assaults from 1996 to 1997. This may be a reporting increase rather than an actual increase in the number of assaults.

Of significant note is the difference in those years from 66 juvenile homicide referrals in 1995 to 34 in 2000, a 50% decline. Also the rate of juvenile robbery referrals declined from 614 in 1995 to 326 in 2000 (or 47%).

The closest related national juvenile statistics that can be compared to Missouri show that:

- 34% of juveniles are serious offenders.
- 15% are chronic offenders.
- 8% are violent offenders.
- 4% are chronic and violent offenders.

Most serious offenders have a history of:

- Childhood misbehavior.
- Antisocial behaviors.
- Parents with problems such as drug and alcohol abuse.
- Criminal behavior.
- Association with delinquent peers.

Youths who associate with delinquents are 10 times more likely to become delinquent than others and those who also have parents with problems are 17 times more likely to become delinquent than youths without those risk factors.

Those who had been abused or neglected as children were:

- 59% percent more likely to be arrested as a juvenile.
- 28% more likely to be arrested as an adult.
- 30% more likely to be arrested for a violent crime.

The abused and neglected children were:

- Younger at first arrest.
- Committed nearly twice as many offenses.
- Were arrested more frequently.

Research reveals that between six (6) and eight (8) percent of the male juvenile population commits from 60 to 80 percent of violent juvenile crimes, and that serious and violent juvenile offenders are primarily male.

### **HOW MISSOURI COMPARES TO OTHERS**

Nationally, juvenile murder and non-negligent manslaughter was down 68% from 1995 to 2000. Missouri juvenile statistics compare very favorably to this national juvenile average in that Missouri's homicide rate was down 50% in those years.

Nationally, juvenile robbery was down 57% from 1995 to 2000. Missouri juvenile statistics compare very favorably to this national juvenile average in that the robbery rate was down 56% in those years.

Nationally, juvenile aggravated assault was down 28.5% from 1995 to 2000. Missouri juvenile aggravated assault was up from 826 in 1995 to 1,275 in 2000, which means that Missouri is up 54%.

### **FACTORS INFLUENCING THE OBJECTIVE MEASURE**

The statistics used are referrals to the Juvenile/Family Court, and not court dispositions. Juvenile court statistics are compiled from the 45-juvenile/family courts under the direction of the Division of Youth Services and the Department of Social Services Research and Evaluation Unit, as mandated by Section 219.016(3) RSMo. It should be noted that some time typically elapses between the end of a year and the statistics being sent to the Division of Youth Services. After a year ends, a report with the data is printed approximately one and one half years later. This is the best data available, it is just not timely.

### **WHAT WORKS**

Community-wide prevention initiatives are the keys to any type of crime reduction? There are several advantages to a community-wide approach to prevention of youth problem behaviors. Engaging the whole community in supporting families and the core institutions responsible for socializing young people—schools, religious institutions, and community organization's promotes the weaving of a web of protection for young people. This approach promotes widespread communication of consistent pro-social norms. Research evidence suggests that prevention strategies are more likely to affect lasting changes when they use a community-wide approach. A comprehensive strategy against youth violence includes:

1. Strengthening family groups: Example: *for infants, frequent home visits by nurses and other professionals. For preschoolers, classes with weekly home visits by preschool teachers. Parent effectiveness training.*

2. Involving core social institutions such as schools and churches.  
*Example: academic tutoring, conflict resolution training, communication and reinforcement of clear, consistent norms, teaching of social competency skills, coaching of high-risk youth in “thinking skills.”*
3. Promoting delinquency prevention.
4. Intervening immediately and effectively when law-violating behavior occurs.
5. Establishing a system of graduated sanctions.
6. Identifying and containing the small group of juvenile offenders who have committed punishable offenses.
7. Reintegrating youth back into the community after they have received intervention services.

## **CONCERNS**

Most serious juvenile delinquents become involved in crime well before reaching their teens and they are not involved in the groups that traditionally receive the majority of attention given to delinquency prevention.

Preliminary research indicates that young children who witness or who are victims of violence experience higher levels of childhood behavioral, social, and emotional problems and are at increased risk for the development of violent and delinquent behavior later in life.

Childhood abuse and neglect increased the odds of future juvenile delinquency and adult criminality. To stop this delinquency and later adult crime, adults need to be prevented from abusing and neglecting children.

Violence begets violence—today’s abused children become tomorrow’s violent offenders.

## **KEY STRATEGIES TO SUPPORT OBJECTIVE**

1. Establish a statewide school safety hotline to provide the citizens of Missouri, especially our children, an avenue to report information about potential problems, so that the appropriate officials can deal with information in an effort to stop school violence before it starts.
2. Initiate programs in schools beginning at the elementary level, to strengthen the capacity of children to solve problems that may lead to violence or other socially undesirable behaviors.
3. Increase the presence of School Resource Officers and safety equipment in schools and on school buses.
4. Expand student mediation and anti-bullying programs in Missouri’s schools.
5. Promote early home visitation programs so they are available to every at risk family in Missouri; these proven programs will reduce abuse and neglect which will then reduce juvenile and later, adult crime.
6. Increase services to families where children have witnessed domestic violence.

7. Integrate after school programming in every community to impact the time when most juvenile crime occurs.
8. Establish programs to make children aware of the realities of drug and alcohol abuse and help them become emotionally equipped to deal with life problems.
9. Survey the state to determine where comprehensive strategies (including prevention) are being implemented to serve as a model to other areas.
10. Develop programs to address two of the risk factors for serious and violent delinquency, which are parents with problems such as drug abuse and criminal behavior and youth associating with deviate peers.

## **PROGRAMS TO SUPPORT OBJECTIVES**

### **Missouri National Guard Youth “Show-Me Challenge” Program**

#### ***Benefits Of The Program***

The Missouri National Guard Youth “Show-Me Challenge” Program is one of over 3,000 pilot programs nation-wide that have been developed to aid high school dropouts in acquiring life value enhancing and employable skills, which in turn will allow a quality opportunity for these individuals to become productive members of society.

### **School Resource Officer Program**

#### ***Benefits of the Program***

The School Resource Officer program enhances efforts made by Missouri schools to reduce youth involved crime and violence by supporting a spectrum of services and programs that include prevention, early identification, and intervention.

## **OTHER SOURCES OF INFORMATION PERTAINING TO OBJECTIVE**

### **Federal or National Resources**

1. Office of Juvenile Justice & Delinquency Prevention (OJJDP) - [www.ojjdp.ncjrs.org](http://www.ojjdp.ncjrs.org)  
(Information on prevention and response to juvenile delinquency and victimization.)
2. U.S. Department of Education – [www.ed.gov](http://www.ed.gov)  
(Information on making sure children are ready to start school, learn to read, and succeed in school, parental involvement, school safety, special education, etc.)
3. National Resource Center for Safe Schools – [www.safetyzone.org](http://www.safetyzone.org)  
(Information on creating a safe learning environment and prevent school violence.)
4. Hamilton Fish National Institute on School & Community Violence – [www.hamfish.org](http://www.hamfish.org)  
(Information and analysis about the levels and trends on school violence in the nation.)
5. Youth Law Center – [www.youthlawcenter.com](http://www.youthlawcenter.com)  
(Information on protecting abused and at-risk children.)
6. American Youth Policy Form – [www.aypf.org](http://www.aypf.org)  
(Information and insights on public schools, experiences with youth, and youth programs.)
7. Office of National Drug Control Policy – [www.whitehousedrugpolicy.gov](http://www.whitehousedrugpolicy.gov)



(Information on national drug control programs.)

**State Resources:**

1. Missouri Department of Elementary & Secondary Education- [www.dese.state.mo.us](http://www.dese.state.mo.us)  
(Information about Missouri's public schools, the responsibilities of the State Board of Education, and the services of the Department.)
2. Missouri Department of Social Services – [www.dss.state.mo.us](http://www.dss.state.mo.us)  
(Information on public assistance to children and their parents, access to health care.)
3. Missouri Division of Family Services – [www.dss.state.mo.us/dfs/dfs.htm](http://www.dss.state.mo.us/dfs/dfs.htm)  
(Information on services to children.)
4. Missouri Juvenile Court Statistics- [www.state.mo.us/~dss/re/jcsar.htm](http://www.state.mo.us/~dss/re/jcsar.htm)  
(Information about Missouri's Juvenile Court System.)

## TRAFFIC SAFETY

### STRATEGIC ISSUE #2

Traffic safety is one of the most prominent and widespread public safety issues. Traffic crashes have a profound economic and emotional effect on the citizens of Missouri. In 2000, traffic crashes in Missouri accounted for an estimated economic loss well in excess of \$3,000,000,000. This includes the loss of productivity due to injury or death, and the long-term treatment of disabling injuries and the loss of property as a result of a traffic crash.

Fatal traffic crashes are one of the leading causes of death in the United States and the greatest cause of violent death. It is estimated that three out of every ten Americans will be involved in an alcohol-related traffic crash at some time in their lives.

### GOAL

A safer Missouri highway system.

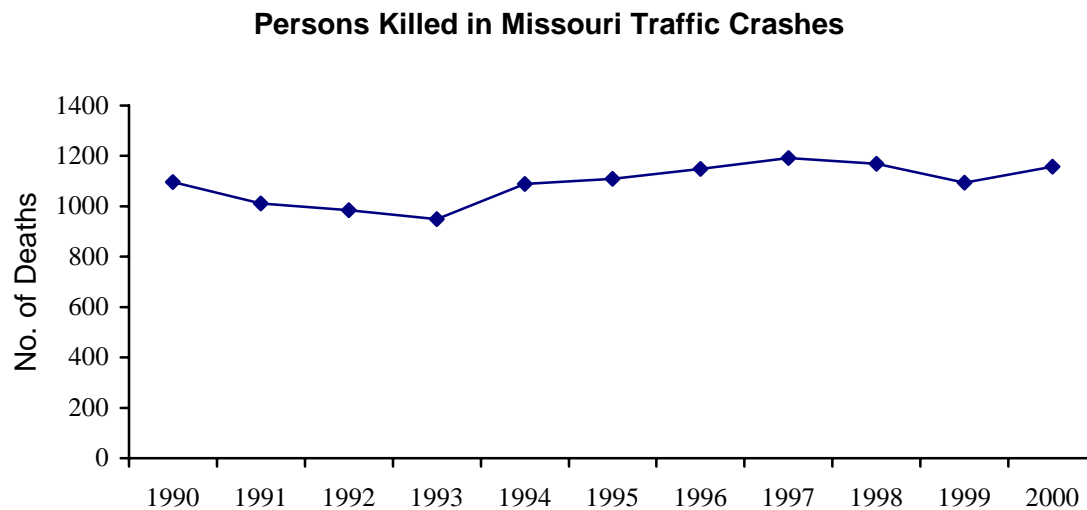
## Key Outcome

### OUTCOME

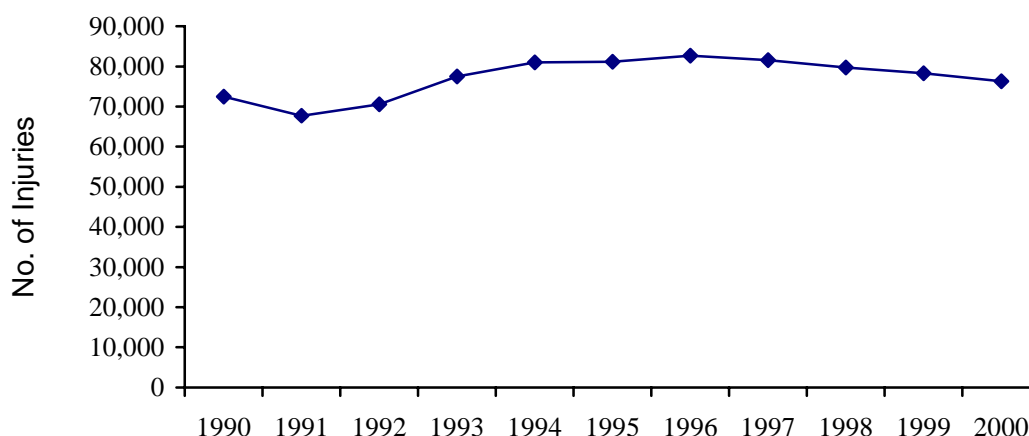
Reduced incidence of injuries/deaths caused by motor vehicle crashes.

### OUTCOME MEASURE

Persons killed and injured in Missouri traffic crashes.



## Persons Injured in Missouri Traffic Crashes



### DATA TABLE FOR OUTCOME MEASURE

#### *Persons Injured and Killed in Missouri Traffic Crashes*

Year	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
<b>Killed</b>	1,097	1,011	985	949	1,089	1,109	1,148	1,192	1,169	1,094	1,157
<b>Injured</b>	72,493	67,707	70,550	77,521	81,046	81,174	82,717	81,570	79,765	78,297	76,328

### DESCRIPTION OF OUTCOME MEASURE DATA TABLE

A traffic crash is defined as an unintended event resulting in property damage equal to or greater than \$500, injury, or death involving a motorized vehicle on a public roadway. Persons killed or injured include drivers and occupants of motorized vehicles and other transport devices as well as pedestrians struck by motor vehicles.

Traffic crash data used were obtained from the Statewide Traffic Accident Records System (STARS). The Missouri State Highway Patrol (MSHP) maintains this system. In accordance with state statute, law enforcement agencies are required to investigate traffic crashes occurring on public roadways if they involve a death or personal injury or property damage over \$500. They submit their findings on a standard traffic accident report form to the STARS system.

Slight discrepancies may be found if comparisons are made with other publications using data from the STARS system. These discrepancies may be a result of updates being made to STARS files between the time the other publications were developed and the time data analysis for this publication was performed. In addition, the STARS database selection logic used to identify a specific traffic crash problem could be different, which would result in discrepancies in data display presentations. Discrepancies also may be found if comparisons are made with National Highway Traffic Safety Administration (NHTSA) data related to traffic crash statistics. Although, discrepancies exist, this is believed to be the best data available.

### WHY THIS OUTCOME MEASURE IS IMPORTANT

Data identifies causal factors or characteristics of Missouri's traffic crash experience, which directly impact the frequency of occurrence or personal death and injury severity levels.

This information can be used as a tool to identify trends in traffic crashes and determine where best to focus the resources available to the Missouri State highway Patrol and the Division of Highway Safety. It would also provide an opportunity to evaluate the

effectiveness of the current programs being utilized by these divisions to reduce the occurrence of personal death and injuries in Missouri.

## **TREND ANALYSIS**

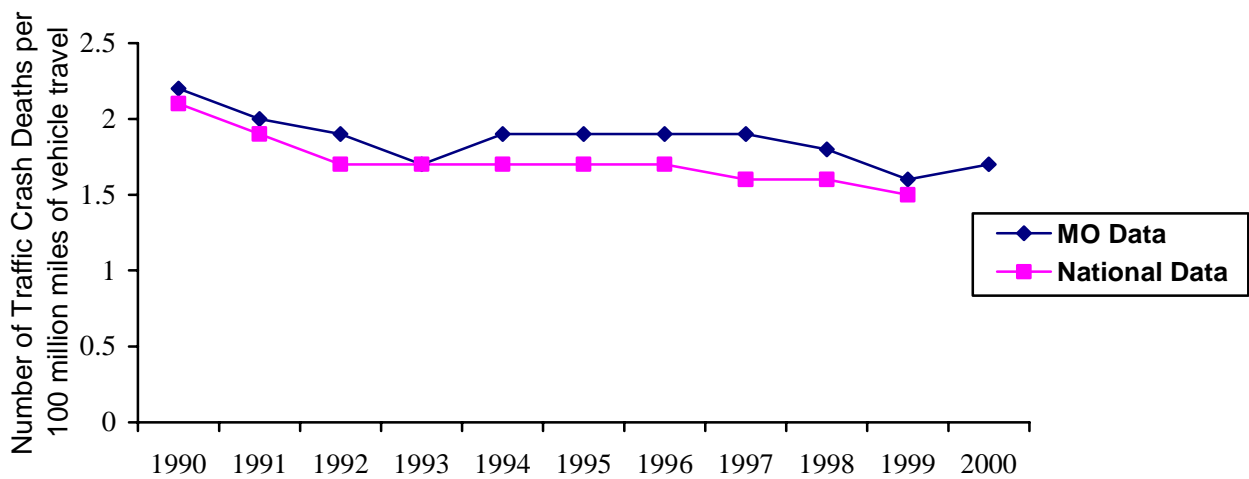
- Speed was found to be a significant factor in Missouri's traffic crash experience especially as it relates to crashes involving death and injury. Of all 2000 Missouri traffic crashes, 16.2% were speed related. Of all fatal crashes, 36.0% were speed related. A total of 437 persons were killed and 16,444 were injured in this type of crash. In 2000, one person was killed or injured every 31.2 minutes in speed related traffic crashes in the state of Missouri.
- Drinking involvement was a significant contributing factor in Missouri's serious traffic crash experience in 2000. Of all 2000 Missouri traffic crashes, 4.6% involved a person drinking. However, of all fatal crashes, 22.9% had a person drinking. A total of 617 persons were killed and 6,290 were injured in these crashes. In 2000, one person was killed or injured in drinking-involved crashes every 1.3 hours in the state. It should be noted that drinking involvement is being under-reported as a causal factor in traffic crashes and is an even greater problem than the above statistics indicate. This is attributed to the fact that there is inconsistency in how peace officers document drinking involvement on the accident report.
- Drivers of motorized vehicles under the age of 21 were involved in a large number of crashes in the state of Missouri. Of all 2000 traffic crashes, 31.6% involved one or more drivers under the age of 21. Of all fatal crashes, 25.8% involved a young driver. Their involvement in Missouri traffic crashes becomes even more significant when it is recognized that drivers under 21 made up only 10.4% of all Missouri's licensed drivers. In 2000, one person was killed or injured in a young driver involved traffic crash every 20.6 minutes in the state of Missouri.
- Drivers of motorized vehicles 55 years of age and older were involved in a large number of Missouri traffic crashes. Of all 2000 traffic crashes, 26.1% involved an older driver. Of all fatal crashes, 29.9% involved an older driver. A total of 359 persons were killed and 18,894 were injured in these traffic crashes. In 2000, one person was killed or injured in an older driver involved crash every 27.4 minutes in the state of Missouri.
- Commercial motor vehicles were involved in a significant number of Missouri traffic crashes. In 2000, 10.3% of all traffic crashes involved a commercial motor vehicle. When examining fatal traffic crashes, 18.4% involved a commercial motor vehicle. A total of 227 persons were killed and 6,399 were injured in commercial motor vehicle related crashes. As a result, one person was killed or injured in commercial motor vehicle involved traffic crashes every 1.3 hours in the state.
- Construction/other work zones are not involved in a large number of traffic crashes in the state of Missouri. However, they are considered a significant problem because they are temporary in nature and not found that frequently on the state's roadway network compared to other types of traffic controls. In 2000, 1.1% of all traffic crashes involved a construction/other work zone. When examining fatal traffic crashes, 1.1% was associated with a construction/other work zone. Fifteen persons were killed and 838 were injured in construction/other work zone related

traffic crashes. As a result, one person was killed or injured in this type of crash every 10.3 hours.

- The wearing of seat belts by drivers and passengers in vehicles is one of the best ways to prevent death and personal injury when involved in a traffic crash. The state of Missouri has recognized the benefit seat belt usage has on reducing traffic crash deaths and injuries through the passage of infant restraint and adult seat belt laws in recent years. The effectiveness of using seat belts becomes apparent when considering the following statistics. A driver of an automobile, van, motor home, or truck involved in a 2000 Missouri traffic crash had a 1 in 3 chance of being injured if they were not wearing their seat belt. However, if they were wearing a seat belt, their chance of being injured was 1 in 7. When examining driver deaths, the difference is much more dramatic. A driver involved in a 2000 Missouri traffic crash had a 1 in 59 chance of being killed if they were not wearing a seat belt. In those cases where the driver wore a seat belt their chance of being killed was 1 in 1,369.

## HOW MISSOURI COMPARES TO OTHERS

**Rate of Persons Killed in Traffic Crashes**



Year	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
MO Data	2.2	2.0	1.9	1.7	1.9	1.9	1.9	1.9	1.8	1.6	1.7
National Data	2.1	1.9	1.7	1.7	1.7	1.7	1.7	1.6	1.6	1.5	N/a

- Source:
1. MO Data, MSHP Traffic Safety Compendium, 2000, p. 9
  2. National Data, NHTSA Traffic Safety Facts, 1999, p. 15

## FACTORS INFLUENCING THE OUTCOME MEASURE

There are several factors that will have an influence on this outcome measure they are:

- The speed limits on our state roadways.  
There is a direct correlation between the speed of a motor vehicle and the number of fatalities and the severity of injuries.
- The condition of the Missouri roadways.

As the roadways get older and less maintained, deaths and injuries will increase.

- The number of communities annexing property along heavily traveled roadways.  
More traffic entering and exiting major roadway systems increase the possibilities of traffic deaths and injuries.
- The style, size and operating condition of motor vehicles.  
The larger the vehicle the better rate of survivability. The smaller the vehicle the more likely death and injury will occur.
- Number of vehicles on Missouri roadways.  
As the number of vehicles traveling on Missouri roadways increases so will the number of death or injury.
- Driving attitudes and habits.  
The more aggressive the driver is and the less tolerant they are of other drivers the more likely the possibility of death or injury.

All of these factors will in their own way have an influence on the outcome measure.

### **WHAT WORKS**

Education: Includes the education of the motoring public and law enforcement professionals regarding issues pertaining to traffic safety. These issues include, but are not limited to, impaired driving, safety belt usage, aggressive driving, inattentive driving, and vehicle maintenance. Voluntary compliance with traffic safety principles is the ultimate achievement of an effective traffic safety education program.

Enforcement: The enforcement of traffic laws, through the use of warnings or traffic arrests/summons, designed to discourage unsafe driving. Enforcement initiatives associated with traffic safety include regular traffic enforcement duties and special operations such as sobriety checkpoints, Combined Accident Redirection Effort “CARE operations,” covert vehicle use, aircraft enforcement, and saturation enforcement programs.

Engineering: Traffic safety engineering pertains to both vehicle safety and roadway safety. Laminated windshields, safety belts, collapsible steering columns, and occupant airbags are items associated with vehicle safety improvements. Roadway design safety features currently used include break-a-way signposts, straighter and wider roadways with paved shoulders, crash absorbing devices at abutments and bridge pillars, guardrails and median dividers, and improved intersection designs.

### **CONCERNS**

There is a concern that if speed limits increase on the highways coupled with more people driving; the number of traffic crashes would increase.

The more the state highway system ages the more opportunity there will be for traffic related crashes.

With some of the most recent publicity concerning "road rage" there appears to be a trend towards more aggressive driving. If this is not stopped there is a reasonable certainty that traffic crashes will occur.

Deterioration of the highway system might be more easily forestalled were Missouri to secure more federal funding by further complying with guidelines issued pursuant to Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), such as those concerning the use of ignition interlocks and the prohibition against open containers. More stringent enforcement of traffic laws already on the books might help to curtail the unsafe behaviors associated with road rage.

## **OTHER SOURCES OF INFORMATION PERTAINING TO OUTCOME**

### **State Resources**

1. Traffic Crash Facts Booklet- Missouri State Highway Patrol, Traffic Division
2. Missouri Vital Statistics- State Center for Health Statistics
3. Missouri State Highway System Traffic Accident Statistics- Missouri Department of Transportation, Traffic Division

## Key Objective

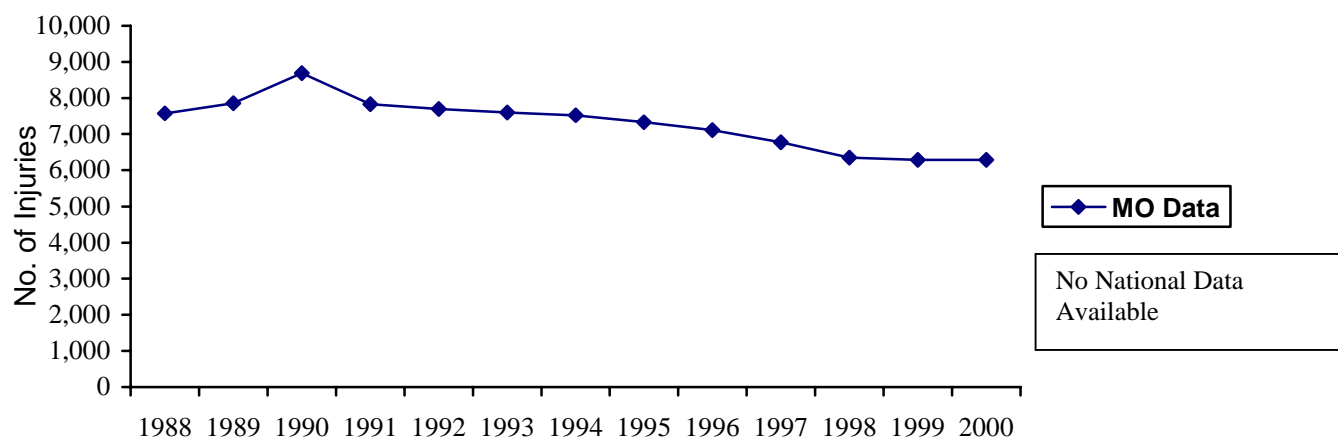
### OBJECTIVE

Reduced incidence of alcohol-related injuries by 5%, from 6,290 in 2000 to 5,975 by January 2, 2004.

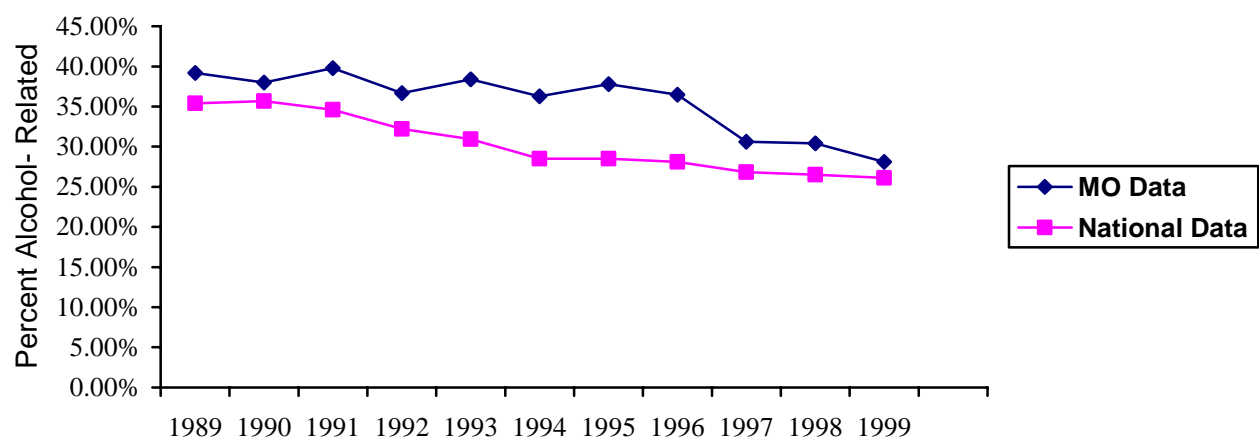
### OBJECTIVE MEASURE

Injuries caused by alcohol related traffic crashes

**Number Injured in Alcohol-Related Traffic Crashes**



**Alcohol-Related Traffic Crash Deaths**





## DATA TABLE FOR OBJECTIVE MEASURE

### *Number of People Injured in Alcohol-Related Traffic Crashes*

Year	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
MO Data	7,576	7,861	8,689	7,835	7,697	7,603	7,528	7,333	7,106	6,776	6,348	6,283	6,290

### *Percent of People Killed in Alcohol-Related Traffic Crashes*

Year	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
MO Data	39.2%	38.0%	39.8%	36.7%	38.4%	36.3%	37.8%	36.5%	30.6%	30.4%	28.1%
National Data	35.4%	35.7%	34.6%	32.2%	30.9%	28.5%	28.5%	28.1%	26.8%	26.5%	26.1%

## DESCRIPTION OF THE OBJECTIVE MEASURE

Injured Missouri Data: The number of people **injured** in traffic accidents where drinking was involved based upon police officer observation at the time of the accident report. The data is from the Missouri Traffic Compendium from the Missouri State Highway Patrol.

Killed National and Missouri Data: The percent of total people **killed** in traffic crashes where the highest driver blood alcohol content was .10 or greater. Data are from the "Fatality Analysis Report System (FARS)" from the National Highway Traffic Safety Administration. National Data: Same as Missouri data.

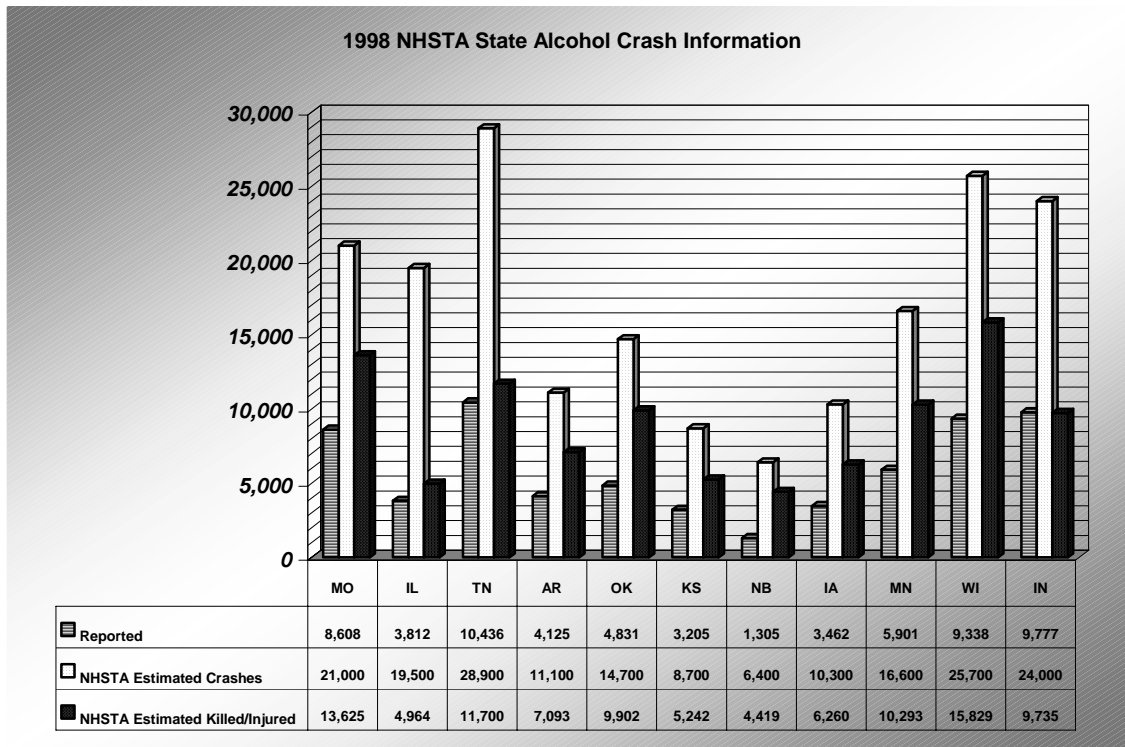
## WHY THIS OBJECTIVE MEASURE IS IMPORTANT

This measure is an indicator of how alcohol related traffic crashes kill and injure motorists in Missouri. It is also an indicator of the effectiveness of laws related to intoxicated driving, enforcement programs designed to remove intoxicated drivers from Missouri roadways, and public awareness programs aimed at reducing the incidence of alcohol related traffic crashes in the state.

## TREND ANALYSIS

- Over 8,300 alcohol related traffic crashes occur annually in Missouri.
- Over the past four years 2.5% of the alcohol related traffic crashes resulted in the death of one or more persons. During this same four year time period, 47.6% of the alcohol related traffic crashes resulted in personal injuries to one or more persons.
- Of all traffic crashes that occurred in Missouri during 1999 and 2000, 4.6% were drinking related.
- During 1998, 1999, and 2000, an alcohol related traffic crash that produced an injury or fatality occurred every 1.3 hours.
- During 1998, 1999, and 2000, 22.6% of all fatal accidents were drinking related.
- An analysis of alcohol related injury and fatality accidents in Missouri provided consistent information to justify planning an affirmative response to the problems caused by alcohol related traffic crashes.

## HOW MISSOURI COMPARES TO OTHERS



According to the National Highway Traffic Safety Administration (NHTSA), in 1998 Missouri reported 8,608 crashes involving a driver or pedestrian with a positive blood alcohol concentration (BAC). NHTSA has developed crash formulas to *estimate* the number of alcohol-related crashes where alcohol involvement was not reported by law enforcement agencies. *NHTSA estimated* 21,000 alcohol related traffic crashes occurred in Missouri during 1998. NHTSA figures also indicated 13,625 people were injured or died in alcohol related traffic crashes during 1998. NHTSA alcohol crash information from other states is shown on the above chart. The ten other jurisdictions selected for comparison included the seven adjoining states along with Indiana, Minnesota, and Wisconsin. Missouri had the fourth highest reported and estimated incidence of alcohol related crashes of the eleven states selected. Missouri had the second highest rate of persons injured and killed as a result of alcohol-involved crashes, *according to NHSTA estimates* of the eleven selected states. Only Wisconsin had a higher *estimated* injury and death rate for alcohol involved traffic crashes.

## **FACTORS INFLUENCING THE OBJECTIVE MEASURE**

The Missouri State Highway Patrol is the central repository for all traffic accident records in the state. The Statistical Analysis Center of the Missouri State Highway Patrol performs an analysis of the information contained in the submitted reports. The statistics related to actual incidences of alcohol related crashes in Missouri are believed to be very accurate. Differences in reporting criteria may reduce the reliability of the information actually reported to NHTSA and the estimates derived from the reported information; however, NHTSA is the only national source available for comparison purposes. Difficulties involved in the detection of intoxicated drivers and intoxicated drivers who leave accident scenes, are factors to consider when determining the accuracy of alcohol related traffic crash measurements in Missouri.

## **WHAT WORKS**

- Laws to deter the incidence of intoxicated driving and the adjudication of individuals arrested for DWI related offenses.
- Enforcement of laws related to intoxicated driving by all Missouri law enforcement officers.
- Detection of intoxicated drivers before a crash occurs.
- Education of officers in standardized field sobriety testing and the use of preliminary breath testing devices.
- Cooperative enforcement efforts involving state, county and local agencies in sobriety checkpoints and saturation enforcement programs.
- Cooperative efforts to unify Missouri law enforcement agencies in pooling their resources to save lives and reduce injuries caused by alcohol related traffic crashes.
- Law enforcement agencies and other organizations such as Mothers Against Drunk Driving (MADD) provide information to the public to reduce the incidence of intoxicated drivers.
- Educating Missourians about the dangers and consequences of intoxicated driving.

## **CONCERNS**

The consequences of not addressing the public safety responsibilities associated with reducing alcohol related traffic crashes include:

- Additional loss of life and property.
- Adverse economic impact (increased insurance rates, lost work time, and loss of tourism).
- Decreased safety improvements in the state transportation system.
- Increased fear of involvement in a traffic crash on Missouri roadways.

## **KEY STRATEGIES TO SUPPORT OBJECTIVE**

1. Provide training programs that focus on factors contributing to: speed, commercial motor vehicle violations, construction/work zone crashes, and alcohol-related violations.
2. Provide safety programs that focus on factors that contribute to: speed, commercial motor vehicle violations, construction/work zone crashes, and alcohol-related violations. Work with and seek input from appropriate groups on the issue of crashes involving drivers 55 and older and 21 and younger.
3. Provide enforcement activities that focus on: speed, commercial motor vehicle violations, construction/work zone crashes, and alcohol-related violations. Work with and seek input from appropriate groups in the development and implementation of specific enforcement activities, which focus on crashes involving drivers 55 and older and 21 and younger.

## **PROGRAMS TO SUPPORT OBJECTIVE**

### **“Stop the Knock Program”**

#### ***Benefits of the Program***

This program involves a multifaceted approach to the achievement of the goals of traffic safety. Those areas include safety belt usage, speeding, drinking and driving, and inattention.

### **Emergency Vehicle Operations Program**

#### ***Benefits of the Program***

This program involves training officers in defensive driving, pursuit driving, and day-to-day driving tactics. The program is designed to increase traffic safety through the reinforcement of safe driving habits of law enforcement officers as they set an example for the public to follow.

### **Collection and Presentation of Crash Data Program**

#### ***Benefits of the Program***

This program involves training officers in the use of a computer aided diagramming package, utilization of an electronic accident form, and consistent reporting data. The focus of this program is to increase the collection, reporting, and presentation of crash data on a statewide basis.

### **Concentrated Highway Program (CHiP)**

#### ***Benefits of the Program***

This program focuses on the driving behaviors that cause accidents.

## **OTHER SOURCES OF INFORMATION PERTAINING TO OBJECTIVE**

### **Federal or National Resources**

1. The National Highway Traffic Safety Administration website, [www.nhtsa.dot.gov](http://www.nhtsa.dot.gov)  
(Information on traffic related issues.)
2. The Mothers Against Drunk Driving website, [www.MADD.org](http://www.MADD.org)  
(Information on alcohol and driving related issues.)
3. The National Transportation and Safety Board – [www.nts.gov/](http://www.nts.gov/)  
(Information on accidents.)
4. Insurance Institute for Highway Safety – [www.highwaysafety.org/](http://www.highwaysafety.org/)  
(Information on reducing highway crash deaths, injuries, and property damage.)

### **State Resources**

The Missouri Traffic Safety Compendium, Missouri State Highway Patrol, Statistical Analysis Center, P.O. Box 568 - 1510 East Elm Street, Jefferson City, Missouri 65102.  
(Information on traffic statistics.)

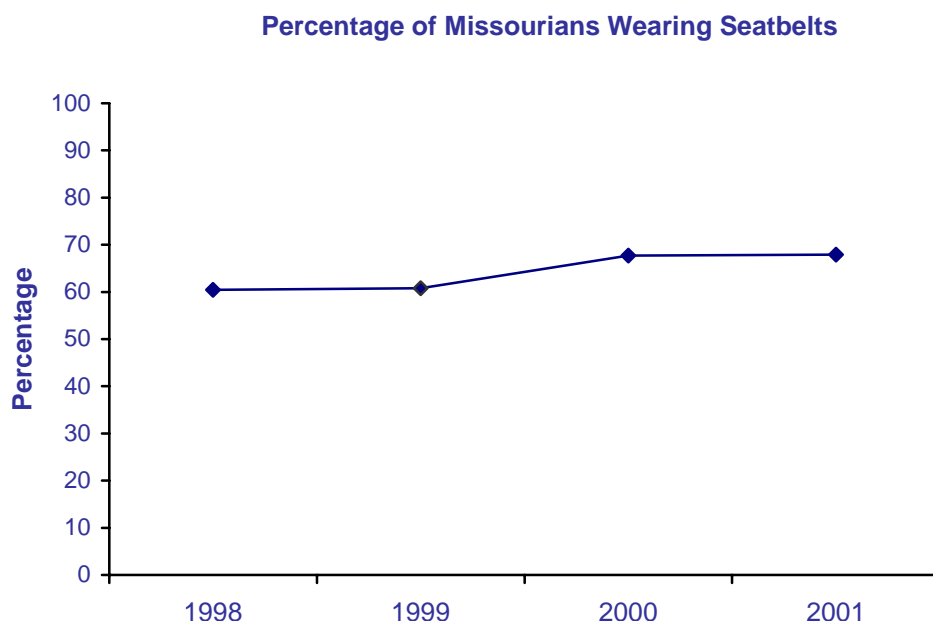
## Key Objective

### OBJECTIVE

Increase the number of occupants using seat belts by 10%, from 60.42% in 1998 to 70.42% by 2004.

### OBJECTIVE MEASURE

The percentage of Missourians wearing seat belts.



### DATA TABLE FOR OBJECTIVE MEASURE

**Percentage of Missourians Wearing Seat belts**

Year	1998	1999	2000	2001
MO Data	60.42%	60.82%	67.72%	67.91%

### DESCRIPTION OF OBJECTIVE MEASURE

Percentage of Use Data: The percentage of drivers and passengers wearing seat belts is based on observations made during seat belt surveys. The data is from the Missouri Division of Highway Safety/Department of Public Safety.

### WHY THIS OBJECTIVE MEASURE IS IMPORTANT

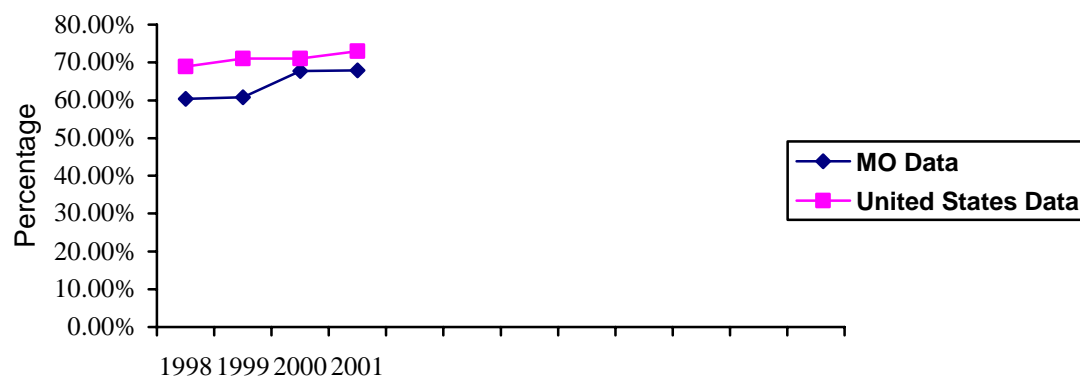
This measurement is an indicator of the number of Missourians that are complying with Missouri's seat belt law. It is an indication of the effectiveness of the law, and seat belt enforcement programs that aim to reduce traffic deaths, and reduce the number and severity of injuries associated with motor vehicle crashes in the state.

## TREND ANALYSIS

- Over 300,000 traffic crashes occur in Missouri annually.
- Of all the traffic crashes that occurred in Missouri during 1998, 1999, and 2000 where the driver was a fatality, 67.2%, 67.7%, and 70.3% of the drivers respectfully were not wearing a seat belt.
- Of all the traffic crashes that occurred in Missouri during 1998, 1999, and 2000, where a passenger was a fatality, 68.9%, 71.0%, and 67.3% of the fatality passengers respectfully were not wearing a seat belt.
- Analysis of the seat belt data provided, revealed that the probabilities of death occurring during a traffic crash are greatly diminished through the use of seat belts.
- Analysis of the seat belt data provided, revealed that the probability and severity of injury occurring during a traffic crash are greatly diminished through the use of seat belts.
- An analysis of the seat belt data provided from injury and fatality traffic crashes in Missouri, provided consistent information to justify an affirmative response to the issue of seat belt law compliance.

## HOW MISSOURI COMPARES TO OTHERS

**Percentage of Missourians Using Seat Belts Compared to National Average**



**Percentage of Missourians Using Seat Belts Compared to National Average**

Year	1998	1999	2000	2001
MO Data	60.42%	60.82%	67.72%	67.91%
United States Data	68.9%	71%	71%	73%

## FACTORS INFLUENCING THE OBJECTIVE MEASURE

The Missouri Division of Highway Safety is the state agency responsible for collecting and disseminating data related to traffic safety issues in Missouri. The related data is based on annual surveys that use observation of drivers and passenger compliance with seat belt and child restraint use. The statistical data related to seat belt compliance in Missouri is considered accurate. The statistics are based on observations of more than 90,000 vehicle occupants, and are gathered from a variety of primary and secondary roadways in more than twenty urban and rural Missouri counties.

## **WHAT WORKS**

- Laws to promote the use of seat belts and child restraint systems, and the adjudication of individuals for violations.
- Enforcement of laws related to vehicle occupants' failure to comply with seat belt and child restraint laws.
- Detection of seat belt violations through aggressive enforcement activities.
- Educating Missourians on the dangers and consequences of non-compliance with seat belt laws.

## **CONCERNS**

The consequences of not addressing the public safety responsibilities associated with increasing seat belt usage.

- Increased injury and loss of life.
- Adverse economic impact (increased insurance rates, lost work time, and an increased burden on the public health support system).

## **KEY STRATEGIES TO SUPPORT OBJECTIVE**

1. Provide training programs that focus on factors contributing to: seat belt and child restraint law violations.
2. Provide safety programs that focus on factors that contribute to: increased use of seat belts and child restraint systems.
3. Provide enforcement activities that focus on: seat belt and child restraint violations. Work with and seek input from appropriate groups in the development and implementation of specific enforcement activities, which focus on seat belt/child restraint usage.

## **PROGRAMS TO SUPPORT OBJECTIVE**

### **“Stop the Knock Program”**

#### ***Benefits of the Program***

This program involves a multifaceted approach to the achievement of the goals of traffic safety. Those areas include safety belt usage, speeding, drinking and driving, and inattention.

### **Collection and Presentation of Crash Data Program**

#### ***Benefits of the Program***

This program involves training officers in the use of a computer aided diagramming package, utilization of an electronic accident form, and consistent reporting data. The focus of this program is to increase the collection, reporting, and presentation of crash data on a statewide basis.

### **Concentrated Highway Program (CHiP)**

#### ***Benefits of the Program***

This program focuses on the driving behaviors that cause accidents. These behavior patterns relate to attitudes on seat belt usage.



## OTHER SOURCES OF INFORMATION PERTAINING TO OBJECTIVE

### **Federal or National Resources**

1. The National Highway Traffic Safety Administration website, [www.nhtsa.dot.gov](http://www.nhtsa.dot.gov)  
(Information on traffic related issues.)
2. The National Transportation and Safety Board website, [www.nts.gov](http://www.nts.gov)  
(Information on alcohol and driving related issues.)
3. National Safety Council website, [www.nsc.org](http://www.nsc.org)  
(Information on driver safety.)
4. Insurance Institute for Highway Safety website, [www.highwaysafety.org](http://www.highwaysafety.org)  
(Information on reducing highway crash deaths, injuries, and property damage.)

### **State Resources**

The Missouri Traffic Safety Compendium, Missouri State Highway Patrol, Statistical Analysis Center, P. O. Box 568 – 1510 East Elm street, Jefferson City, Missouri 65102.  
(Information on traffic statistics.)